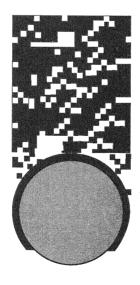
Strategic Regional Arterial

Archer Avenue/Pershing Road from I-90/94 to Illinois 50



Operation GreenLight

Illinois Department of Transportation September 1994

Foreword

Archer Avenue/Pershing Road is a Strategic Regional Arterial (SRA) from I-90/I-94 (Dan Ryan Expressway) to Illinois 50. ESM Engineering, in association with CH2M HILL, Inc., has prepared this SRA report for Archer Avenue/Pershing Road for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

As a SRA route, Archer Avenue/Pershing Road is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.

CHI276/036.WP5

Archer Avenue/ Pershing Road SRA

Summary of Recommendations

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For study purposes, the Archer Avenue/Pershing Road Strategic Regional Arterial (SRA) was divided into two segments (see Exhibit S-1, attached following this section). The following is a summary of the major recommendations for each segment.

Segment I: Pershing Road (3.1 Miles)

- Lengthen left-turn storage lanes at Ashland Avenue and at Morgan Street to improve capacity for trucks and to reduce congestion
- Control future access to the planned Stockyards development through location of access roads and signals
- Acquire small portions of right-of-way to improve the Pershing/Archer intersection with Rockwell Street
- Improve the intersections with the Western Avenue SRA and Western Boulevard
- Improve the Archer Avenue intersection with Rockwell Street by closing the south leg of Rockwell Street and restricting the north leg of Rockwell Street to one-way operation away from the intersection (available only for Chicago Transit Authority buses)
- Provide four through travel lanes (two lanes in each direction) between
 Western Avenue and Rockwell Street by removing parking and using off-street lots for replacement parking
- Prohibit parking on both sides of Pershing Road between Wentworth Avenue and Halsted, and provide four through travel lanes (two lanes in each direction)
- Prohibit parking on Pershing Road between Ashland Avenue and Paulina Street
- Increase clearances at the PC Railroad and the C&WI Railroad structures

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Segment II: Archer Avenue (3.3 Miles)

- Provide four through travel lanes (two lanes in each direction) with 8-foot parking lanes
- Acquire an additional 7 feet of right-of-way for a total of 80 feet (consistent with the remainder of this segment), from 47th Street to Lawndale Avenue
- Improve California Avenue intersection
- Improve intersections at Pope John Paul II Drive and Kedzie Avenue by closing the south leg of Albany Avenue to remove one leg of the five-leg intersection
- Improve intersection at Pulaski Road by closing 50th Street to remove one leg of the five-leg intersection
- Implement other intersection improvements to improve capacity (i.e., lengthening turning lanes and removing parking)
- Prohibit left turns where there are no signals or left-turn protection
- Remove parking at specific locations where there are no signals to provide left-turn lanes for access to residential streets
- Increase vertical and/or horizontal clearance at the Santa Fe Railroad crossing
- Provide a grade separation at the Belt Railway crossing, close to Knox Avenue and Kolmer Avenue

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